Application of Criteria for a Project of Air Quality Concern
Project Title: San Jose Pedestrian Oriented Traffic Signals
Project Summary for Air Quality Conformity Task Force Meeting:

Description

- Project will implement traffic signal controlled crossings at six key intersection:
    - South King Road & Virginia Place
    - South King Road & Everglade Avenue
    - South Bascom Avenue & Pamlar Avenue
    - Hyland Avenue & North White Road
    - Henry Avenue & Stevens Creek Boulevard, and
    - Story Road & South Sunset Avenue

- Promote the use of transit, walking, and biking as primary transportation mode
- No additional vehicle capacity will be added to the roadway
- Eliminate barriers for safe pedestrian travel
- Create a pedestrian oriented community
- Project should not create additional trips by diesel vehicles

Background

- This project is funded through the One Bay Area Grant program and has been selected by the Valley Transportation Authority (VTA).
- Final approval by the Metropolitan Transportation Commission (MTC) is expected in September 2013.
- The NEPA environmental review process has not been started but will be submitted prior to receiving authorization to proceed with the construction phase of the project.

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- No applicable – this is not a new or expanded highway project

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- South Kind Road and Virginia Place (current signalized intersection)
    - Intersection LOS rating at B-/B
    - No project changes to land use that would affect diesel traffic percentage

- South King Road and Everglade Avenue (current non-signalized intersection)
    - Not Applicable. LOS data for non-signalized intersection is not available. However, the closest signalized intersection is South King Road & Marsh Street with LOS rated at A/B+.

- South Bascom Avenue and Pamlar Avenue (current non-signalized intersection)
    - Not Applicable. LOS data for non-signalized intersection is not available. However, the closest signalized intersection is South Bascom Avenue & Stokes Street with LOS rated at C-/C.

- Hyland Avenue and North White Road (current non-signalized intersection)
    - LOS data for non-signalized intersection is not available. However, the closest signalized intersection is Alum Rock Avenue and North White Road with LOS rated at D/D. This project makes no changes to land use that would affect diesel traffic percentage.

- Henry Avenue and Stevens Creek Boulevard (current non-signalized intersection)
    - LOS data for non-signalized intersection is not available. However, the closest signalized intersection is Cypress Avenue and Stevens Creek Boulevard with LOS rated at C+/B.

- Story Road and South Sunset Avenue (current non-signalized intersection)
  - LOS data for non-signalized intersection is not available. However, the closest signalized intersection is Story Road and Hopkins Drive LOS rated at C-/C.

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM_{10} or $PM_{2.5}$ implementation plan as site of violation?
- Effective January 9, 2013, there is no California State Implementation Plan (SIP) for PM_{10} or $PM_{2.5}$ in the San Francisco Bay Area. Therefore, project locations not identified as areas of potential violation.
- Nearest

RTIP ID# *(required)*: **21011**			
TIP ID# *(required)*: **SCL130010**			
Air Quality Conformity Task Force Consideration Date 10/24/2013			
Project Description *(clearly describe project)* In San Jose: At South King Road & Virginia Place, South King Road & Everglade Avenue, South Bascom Avenue & Pamlar Avenue, Hyland Avenue & North White Road, Henry Avenue & Stevenson Creek Boulevard, Story Road & South Sunset Avenue: Traffic signal controlled crossings will be implemented at 6 key intersections to promote the use of transit, walking and biking as a primary transportation mode. The installation of traffic control signals is a proven method to ensure safe interaction of all who use and share the transportation system.			
Type of Project: **Signalized Intersection Modification or Installation**			
County Santa Clara	*Narrative Location/Route & Postmiles* **04-SJS-0** **Caltrans Projects – EA#**		
Lead Agency:			
Contact Person Phillip Halley	*Phone#* 408-975-3266	*Fax#* 408-292-6092	*Email* phillip.j.halley@sanjoseca.gov

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*				
Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**X** *Other*
Scheduled Date of Federal Action: N/A				

NEPA Delegation – Project Type *(check appropriate box)*		
Exempt	**Section 6004 – Categorical Exemption**	**Section 6005 – Non-Categorical Exemption**
Current Programming Dates *(as appropriate)*		

	PE/Environmental	ENG	ROW	CON
Start	02/2014	03/2014	06/2014	05/2015
End	07/2014	02/2015	02/2015	12/2015

Project Purpose and Need (Summary): *(please be brief)*

Traffic signal controlled crossings will be implemented at six intersections to promote the use of transit, and walking and biking as a primary transportation mode to nearby schools, community centers, bicycle trails and recreational facilities. The installation of traffic control signals is a proven method to ensure safe interaction of all who use and share the transportation system. All proposed installations are at locations where there is a history of accidents and are in close proximity to community destinations, such as senior centers and schools.

This project helps to create a pedestrian oriented community and a sense of community by eliminating barriers for safe pedestrian travel. It also addresses the pedestrian community's concern that many roadways have been designed to only move vehicular traffic and not accommodate pedestrians.

This project will enhance a connected, continuous, use-friendly transportation system that supports VTP 2040 goals by creating viable transportation options which help to achieve AB 32 and SB 375 greenhouse gas reduction goals; improve mobility; enhance safety.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The surrounding land uses include both residential and commercial, including retail complexes.

Brief summary of assumptions and methodology used for conducting analysis

This project will enhance a connected, continuous, user-friendly transportation system that supports VTP 2040 goals by creating viable transportation options which help to achieve AB 32 and SB 375 greenhouse gas reduction goals; improve mobility; enhance safety. Thus, tangibly helps to reduce Vehicle Miles Traveled (VMT) while improving air quality within the City of San José. By enhancing walking and bicycling network connectivity and accessibility, the difficulties for pedestrians and bicyclists created by the lack of safe roadway crossing locations will be significantly reduced. Simultaneously, by enhancing the connections between housing and transit and by increasing the number of destinations reachable via walking and bicycling, those practices are encouraged, helping to reduce automobile travel, VMT, and air pollution generated by vehicular traffic, particularly within residential neighborhoods served by this project.

Therefore, concluding that this is not a project of air quality concern, and should not lead to any increase in diesel traffic.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

N/A

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

N/A

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Construction is anticipated to complete by December 2015. Within the project limits, current LOS is

South King Road & Virginia Place - LOS rated at B-/B and AADT of 29,300

South King Road & Everglade Avenue - not available as this is currently a non-signalized intersection. Closest signalized intersection is located 1/10 of a mile North at King Road & Marsh Street with LOS rated at A/B+ and AADT of 28,120

South Bascom Avenue & Pamlar Avenue - not determined as this is currently a non-signalized intersection. Closest signalized intersection is located 1/10 of a mile North at South Bascom Avenue & Stokest Street with LOS rated at C-/C and AADT of 22,097

Hyland Avenue & North White Road - not determined as this is currently a non-signalized intersection. Closest signalized intersection is located 1/10 of a mile Southeast at Alum Rock Avenue and North White Road with LOS rated at D/D and AADT of 19,830

Henry Avenue & Stevens Creek Boulevard - not determined as this is currently a non-sginalized intersection. Closest signalized intersection is located 1/4 of a mile West at Cypress Avenue and Stevens Creek Boulevard with LOS rated at C+/B and AADT of 32,046

Story Road & South Sunset Avenue - not determined as this is currently a non-signalized intersection. Closest signalized intersection is located 47 yards Northeast at Story Road and Hopkins Drive with LOS rated of C-/C and AADT of 21,500

It is not anticipated that this project will lower that level of service. As a rule, the City of San Jose does not complete level of service analysis for road segments (outside of intersections) therefore pre- and post-assessments of LOS for the other intersections is not available.

AADT for diesel trucks is not differentiated from vehicle AADT. Therefore, specific Truck AADT is not available.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

As a rule, the City of San Jose does not complete level of service analysis for road segments (outside of intersections) therefore pre- and post-assessments of LOS for the other intersections is not available.

AADT for diesel trucks is not differentiated from vehicle AADT. Therefore, specific Truck AADT is not

available.

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
N/A

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
N/A

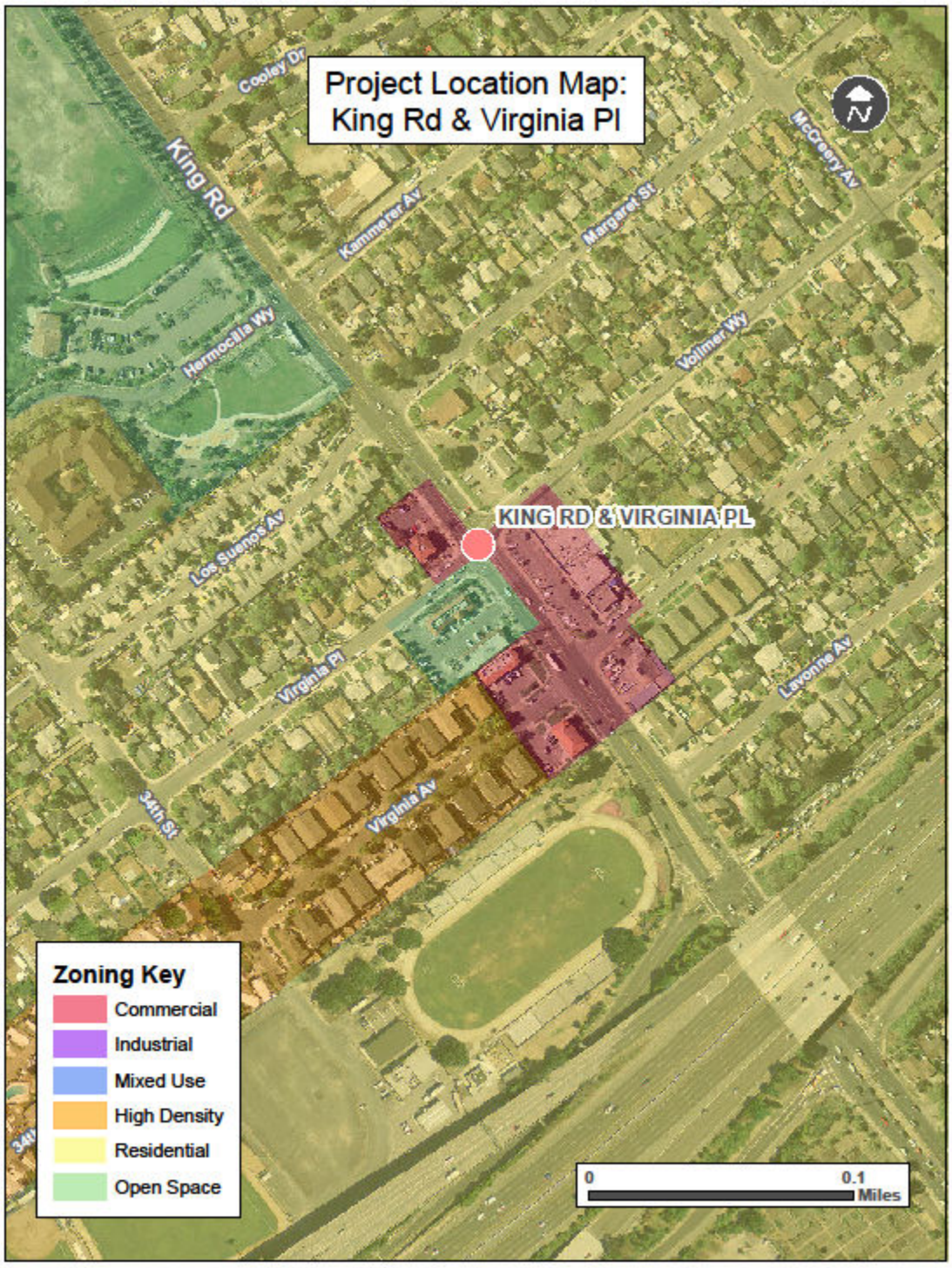
Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Not Applicable - this project does not assumme any redistribution of vehicle traffic due to construction.

Comments/Explanation/Details (please be brief)

When developing this project, no negative environmental impacts are anticipated. This project will significantly increase the safety and comfort of multimodal users within the project limits and beyond without increasing the capacity of this roadway.

This is a project designed to promote the use of transit, walking and biking as a primary transportation mode. The installation of traffic control signals is a proven method to ensure safe interaction of all who use and share the transportation system.


Project Location Map:
King Rd & Virginia Pl
KING RD & VIRGINIA PL
King Rd
Cooley Dr
Kammerer Av
Margaret St
McCreery Av
Hermocilla Wy
Volmer Wy
Los Suenos Av
Virginia Pl
Virginia Av
34th St
Lavonne Av
Zoning Key
Commercial
Industrial
Mixed Use
High Density
Residential
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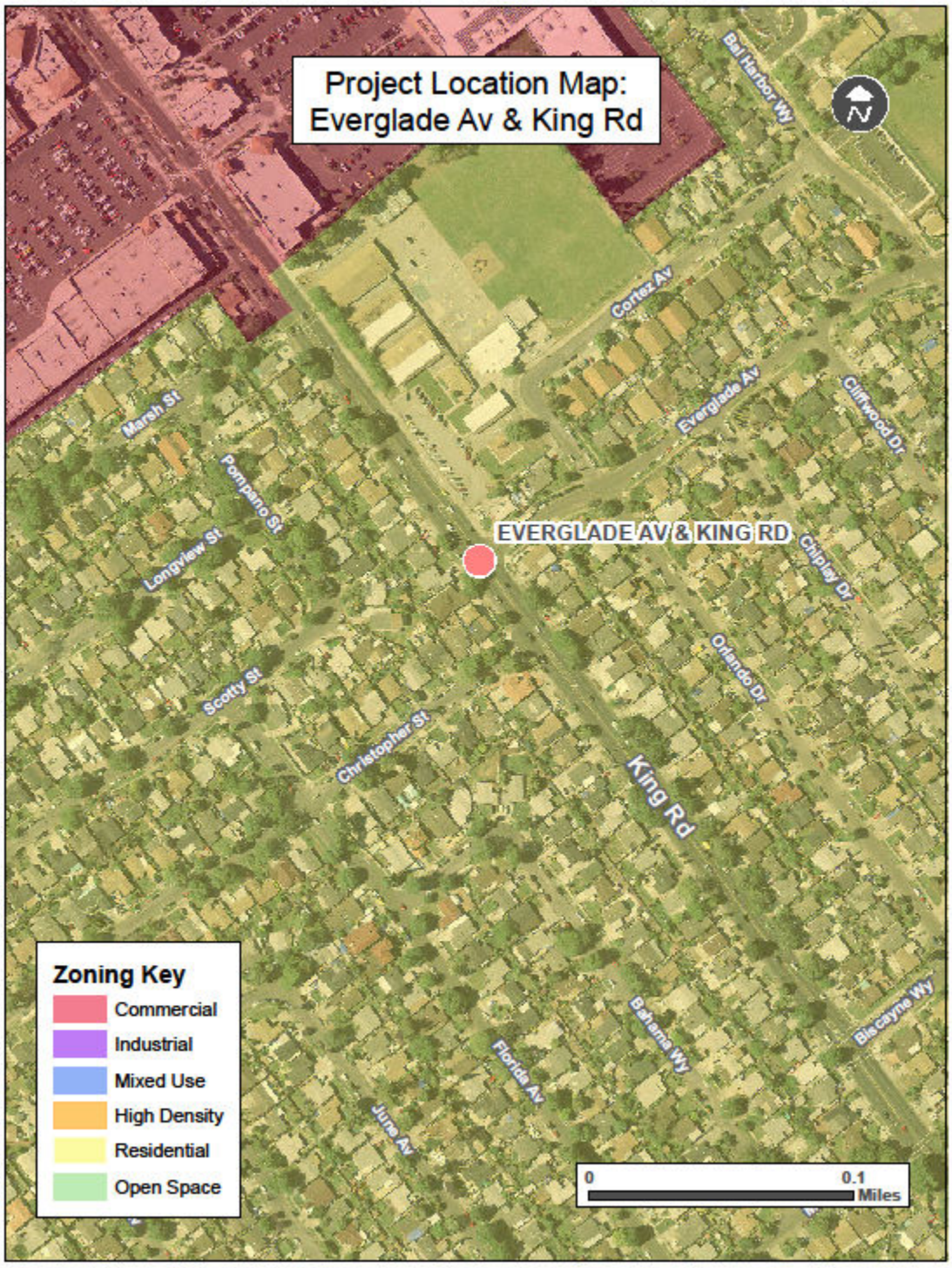
Project Location Map:
Everglade Av & King Rd
N
Bal Harbor Wy
Cortez Av
Everglade Av
Cliffwood Dr
Marsh St
Pompano St
Longview St
EVERGLADE AV & KING RD
Chipley Dr
Orlando Dr
Scotty St
Christopher St
King Rd
Bahama Wy
Biscayne Wy
Florida Av
June Av
Zoning Key
Commercial
Industrial
Mixed Use
High Density
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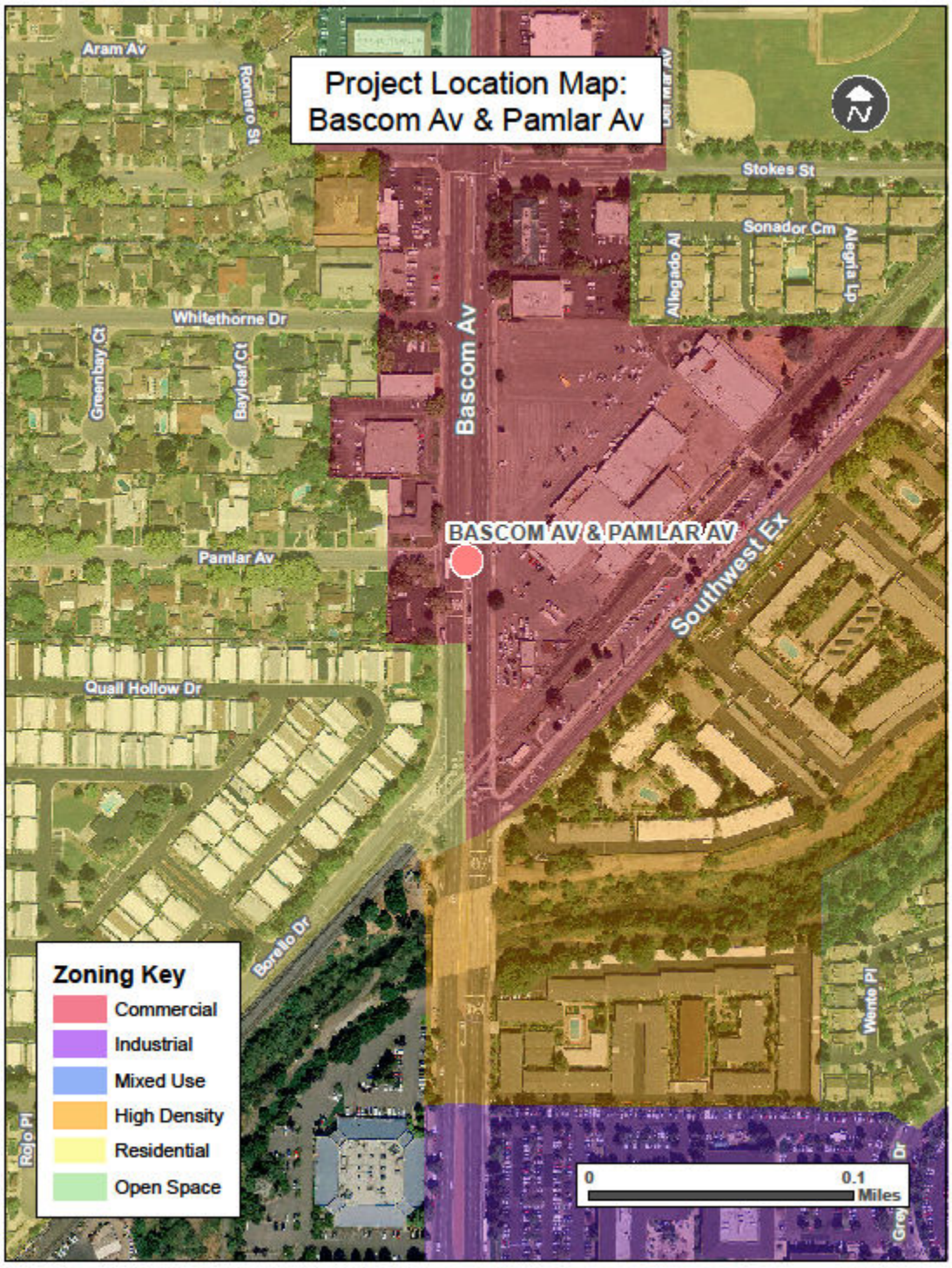
Project Location Map:
Bascom Av & Pamlar Av
Aram Av
Romero St
Del Mar Av
Stokes St
Sonador Cm
Allegado Al
Alegria Dr
Whitethorne Dr
Greenbay Ct
Bayleaf Ct
Bascom Av
BASCOM AV & PAMLAR AV
Pamlar Av
Southwest Ex
Quail Hollow Dr
Borello Dr
Rojo Pl
Wente Pl
Zoning Key
Commercial
Industrial
Mixed Use
High Density
Residential
Open Space
0
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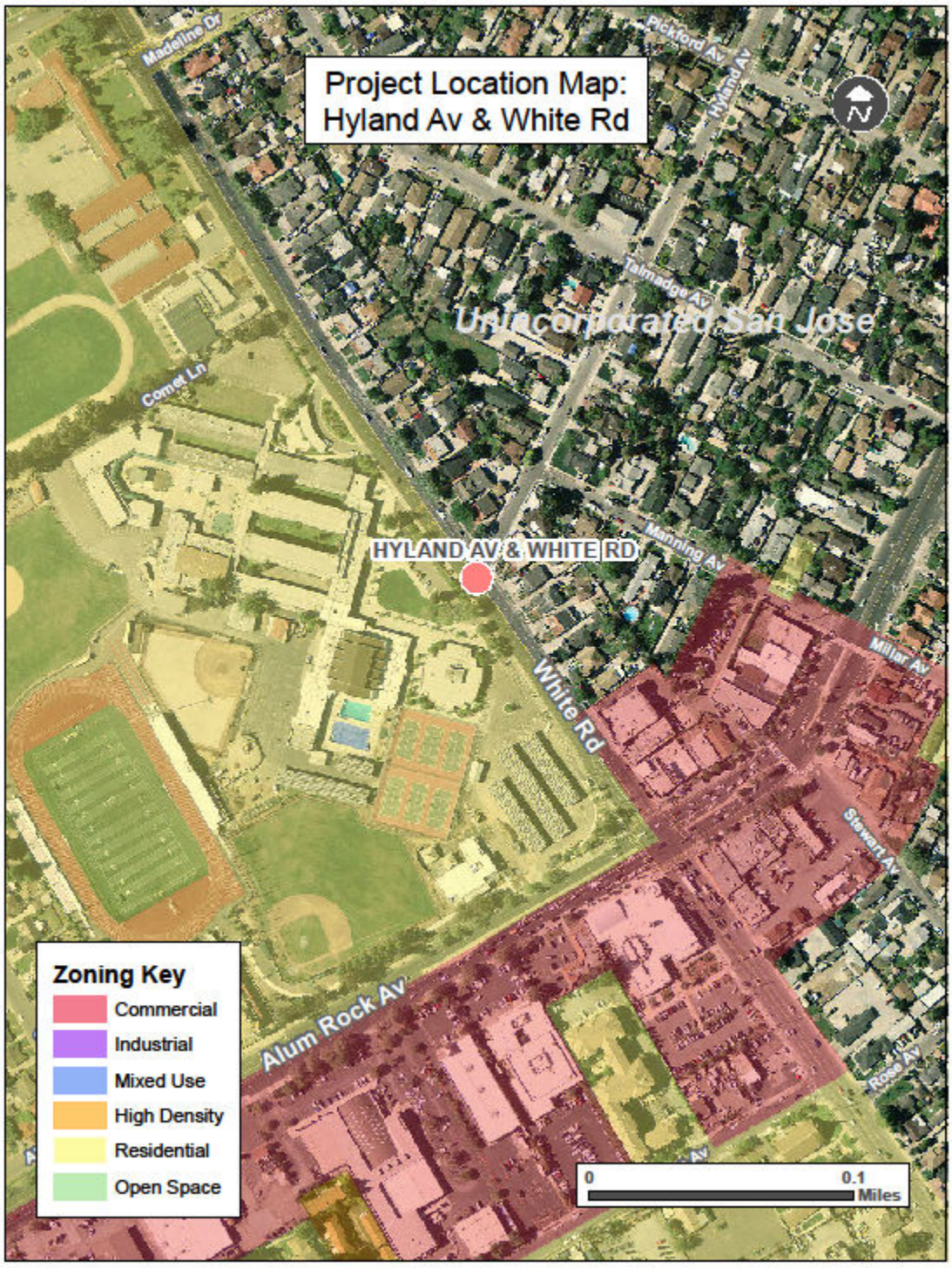
Miles


Project Location Map:
Hyland Av & White Rd
HYLAND AV & WHITE RD
Unincorporated San Jose
Madeline Dr
Pickford Av
Hyland Av
Talmadge Av
Comet Ln
Manning Av
White Rd
Miller Av
Stewart Av
Alum Rock Av
Rose Av
N
Zoning Key
Commercial
Industrial
Mixed Use
High Density
Residential
Open Space
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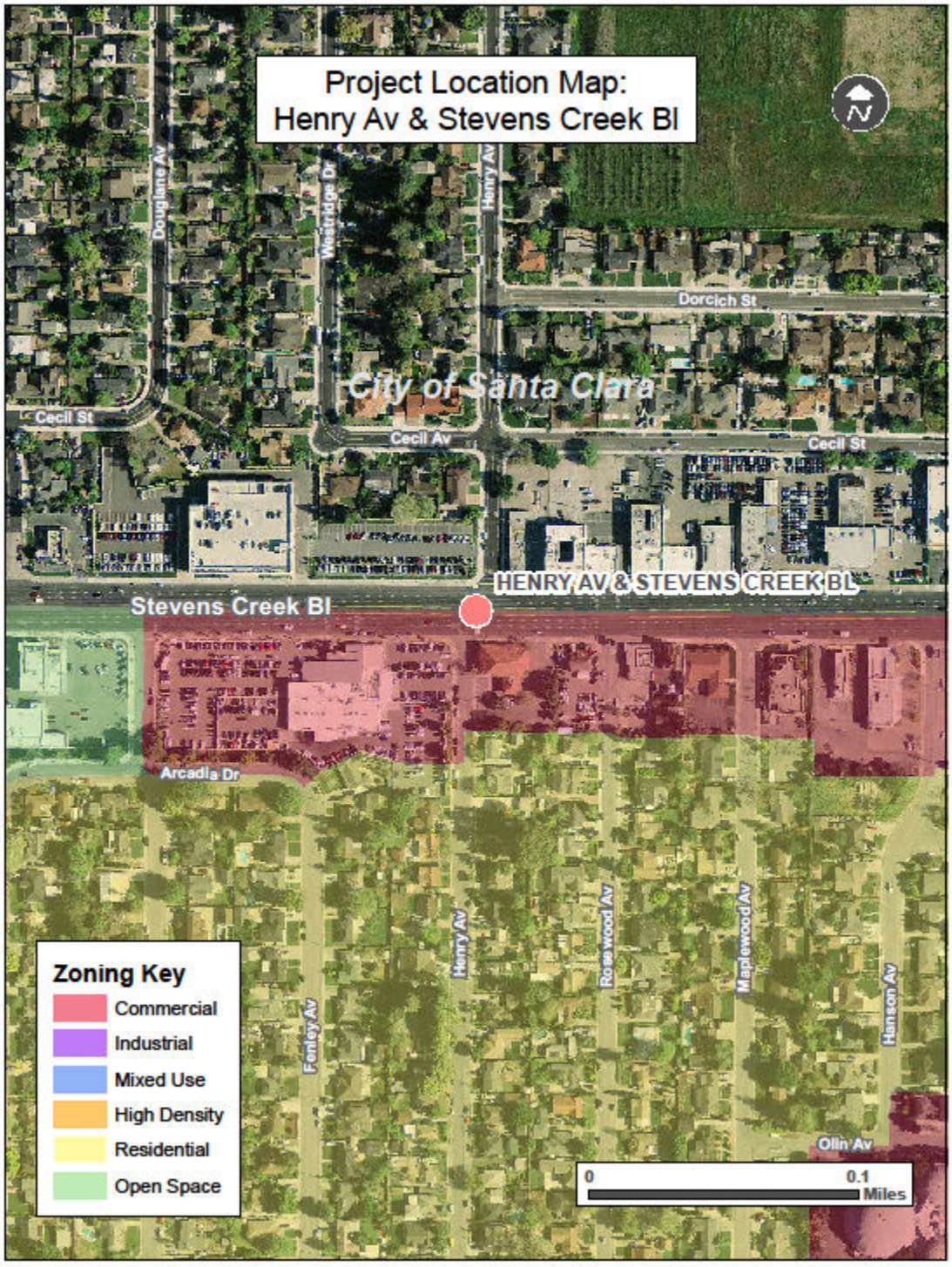
Miles


Project Location Map:
Henry Av & Stevens Creek Bl
N
Douglane Av
Westridge Dr
Henry Av
Dorcich St
City of Santa Clara
Cecil St
Cecil Av
Cecil St
HENRY AV & STEVENS CREEK BL
Stevens Creek Bl
Arcadia Dr
Henry Av
Rosewood Av
Maplewood Av
Hanson Av
Fenley Av
Olin Av
Zoning Key
Commercial
Industrial
Mixed Use
High Density
Residential
Open Space
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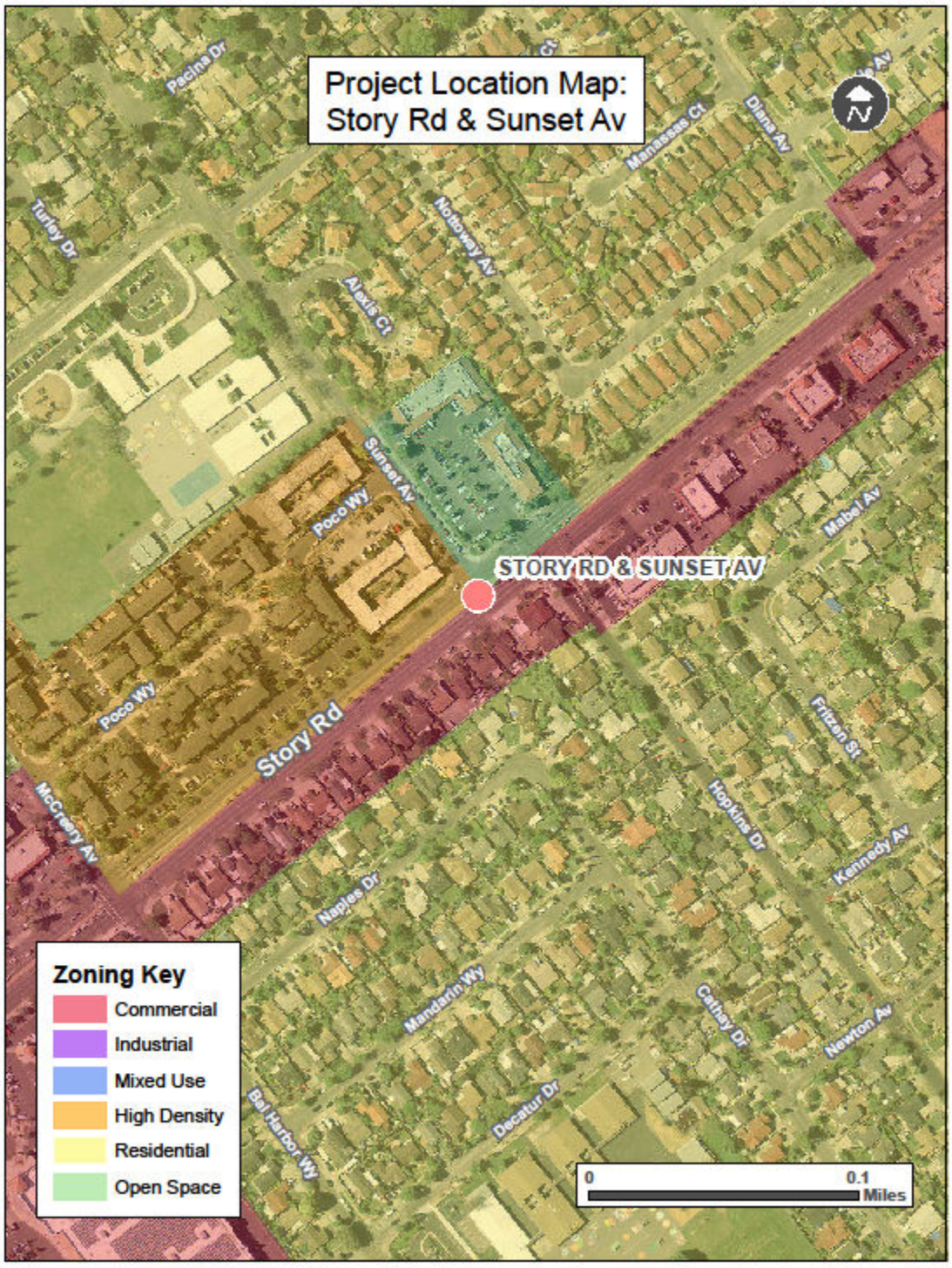
Project Location Map:
Story Rd & Sunset Av
STORY RD & SUNSET AV
Story Rd
Sunset Av
Poco Wy
Poco Wy
Alexis Ct
Notoway Av
Manassas Ct
Diana Av
Turley Dr
Pecina Dr
Mabel Av
Frizzen St
Hopkins Dr
Kennedy Av
Naples Dr
Mandarin Wy
Cathay Dr
Newton Av
Decatur Dr
Bal Harbor Wy
McCreery Av
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